



## The Oregonian.

PORTLAND, WEDNESDAY, JUNE 1, 1871.

## THE RATES PROFILEY

The San Francisco Call, in an article on the cost of freight hauling, says

It is only a month since that the transcontinental lines declared that they would be ready when if they charged a rate of \$1.50 for carrying wool to Boston. The Canadian Pacific can see its way to carry it over its roundabout route for \$1.25, and the rates will probably have to meet the cost of the freight to C. &amp; G. &amp; G. T. It is now that the problem arises, that their true revenue is postponed for awhile.

In considering this matter two questions may arise. First, if the roads give this low rate to and from extreme points will they be obliged in all cases to make as low a rate for points within these extremes? And second, if this is required can they afford to do it?

Thus, to meet the cost of ocean transport the roads may have to carry wool from San Francisco and Portland to the east as low as the figures stated by the Call—or not carry it at all. The fact is that the roads will have to do all the work at these rates if San Francisco and Portland would also be obliged to take it at rates as low as from points east of us on their lines. They would, undoubtedly, unless I should be bold that the circumstances and conditions of through and local traffic are substantially different. But should it be so, the circumstances and conditions are substantially different, as I should be bold to call the whole traffic at the railroads afford to turn the whole traffic at

The question is that they can not. And since they are not sure that it would be bold that the circumstances and conditions of through and local traffic are substantially different, the roads are evidently preparing to sacrifice the through business, in case suspension of the railroads is not continued, as probably it will not be.

It is asserted by the railway managers that if the roads attempt to carry freight at as low rates to and from all points as they are obliged to make to and from terminal points to meet ocean and Canadian Pacific competition they will not earn enough for their support, and perceiving that they will lose less through abandonment of through traffic than by a course which would compel them to make very low rates for all traffic, they will let the through traffic go.

They say they cannot compete with the Canadian on the through traffic, because the Canadian will still be able to charge very high rates on its intermediate traffic, while they will not, and hence the contest will be very unequal.

Also, that whatever the Canadian gains by doing our through business, though the gain may not be much, will be clear profit, and though they might also make a small gain by it yet they cannot afford to purchase such a gain through reductions on the local business that would cut so deeply into the income they must have in order to meet their necessary expenses.

If the Canadian were also compelled to reduce its charges on intermediate traffic, then the contest would be equal, but that would make enormous charges on its local traffic, intermediate business, and thereby enabled to cut the through business to extreme low rates.

This substantially is the position of our transcontinental lines on the long and short haul question. Whether sound or not, it is necessary to consider. If it be sound it will stand otherwise it will not. Time and experience will determine the result. The demonstration will require some little time and meantime the consumers may hasten the result by refusing any further exercise of their power to suspend. There are probably here that the people want to be worked out under the law as it stands, before they will be satisfied to meet materially changed.

## CONFUSION AND MISTAKE

In talking about prohibition there is often much confusion of men's ideas of practical means with moral ends. This, in fact, is the main point at issue between those temperance men who advocate prohibition and those who oppose it. It involves also the simple question whether the history of prohibition as a practical experiment is such as to commend it to the support of men who desire to see temperance established. On this point it is manifestly proper to introduce the other prohibition state. Thus we find that in Oregon a state which shows no increase of population, the number of federal salaried officers has actually increased during the last five years—though Oregon is a state whose prohibitory law allows nobody, not even a druggist, on a doctor's prescription, to sell even an ounce of brandy. The Montpelier Argus of May 18 says:

Men drink, and the police blotters show no decrease of the sales of intoxicating liquors in Portland. All kinds are guzzled with avidity, including alcohol pour stouts and stale beer. The sales do not decrease at all, if they have not indeed increased.

In New Hampshire the record is still worse. Massachusetts, Connecticut, and Michigan tried prohibition and were disgusted with its non-alcoholizing results.

While it is always easy to get a vote for any law that promises to help temperance, nevertheless it is practically impossible to enforce total abstinence by law in a community whose majority, when they vote for prohibition, regard their votes not as a pledge of total abstinence in their own part, but simply as an ample compliance with the solemn request that all those in favor of temperance will please hold up their hands. Of course they hold up their hands to the broad appeal which they interpret simply as prohibiting intemperance, not as prescribing total abstinence. But really a prohibitory law has no existence in communities where the will of the general opinion and personal taste and influence of the general population is entirely at variance with the temperance movement. To a visitor, it looks bad to see all the intemperate, who are operating in the rock quarries, with a capacity of one ton per day. By this crude method an average of \$45 per day is extracted, and as the sun bursts escape under the process, not more than half the value of the rock is saved. In this mine there are some of the most wonderful veins of gold ever exposed. It was shown a club, twelve by six inches, literally plated with native gold on one side to a depth nearly uniform of a sixteenth of an inch in the lower tunnel, which, owing to the high water (the logs stop only a few feet above the level of Prichard creek) was unfortunately flooded at the time of our visit, there is an exposure of seventeen feet by five or six plated over with pure gold. This has not yet been removed from the face of the drift, but it is intended eventually to quarry it out in the form of a slab. Mining men declare that it is the most extraordinary thing in the history of mining.

The Treasure Box, also on the south side of Prichard creek and just above the Mother Lode, is another mine rich in free gold. It is owned by its original prospectors, who are working the rock in a crude way with an anvil and a hand mortar. By this method, losing one-half of the gold, they have produced \$16,000 since last December.

The Buckeye Boy, a little further up the creek, is owned by the original prospectors. They have cut 600 feet of tunnels, shafts and drifts, paying for it by working their free gold specimens in a hand mortar. In this way they have extracted over \$36,000.

The Golden King is on the south side of the creek, a mile or so below Murray, and in it there is about 2000 feet of development work, showing a fine vein of gold quartz abounding in sulphur. There is an idle mill on this property, and the company has spent about \$10,000 in development.

These are the principal quartz mines in the Murray district, but there are hundreds of other smaller which may be equally good when developed. To a visitor, it looks bad to see all the intemperate, who are operating in the rock quarries, with a capacity of one ton per day.

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